

REPORT

(54)

On the Work of the Ottawa Improvement Commission, from the date of the appointment of the Commission, December 21, 1899, to June 30, 1905.

Under the Act of 1899, intitled: 'An Act respecting the City of Ottawa,' provision was made for the payment of an annual grant of \$60,000 to a Commission of four members, under the name of 'The Ottawa Improvement Commission,' for the acquisition of property in the city of Ottawa, or vicinity thereof, for the purpose of public parks, streets, drives, &c., and the performing of all improvements, repairs, &c., required in connection therewith.

Commissions were accordingly issued on December 21, 1899, to Henry N. Bate, Chairman; Joseph Riopelle, and Chartres R. Cunningham. The fourth Commissioner, appointed by the corporation of the city of Ottawa, was the mayor, Mr. Thomas Payment. A commission was also issued on December 21, appointing Stephen E. O'Brien, secretary.

The Commission then appointed Charles Murphy, solicitor, and Robert Surtees, C.E., as engineer. By-laws were drawn up and approved, and arrangements made for the preparation of a scheme of improvements.

In 1902 the original Act was amended by increasing the number of commissioners from four to eight, and on June 17 of that year, Hon. Sir William H. Hingston, Hon. J. P. B. Casgrain, Hon. F. T. Frost and George O'Keefe were appointed as the four additional commissioners.

The mayors succeeding Mr. Payment on the Commission were: Wm. D. Morris, 1901; F. Cook, 1902, 1903, and J. A. Ellis, 1904, 1905.

The general plan which the Commission proposed for the beautifying of the city of Ottawa was the construction of a driveway or series of driveways, connecting Rockliffe park, at the eastern end of the city, with the Experimental Farm, at the western end, the route selected being by way of King street, Laurier Bridge and the Government reserve, along the Rideau canal, the road, wherever the width of land permitted, to be bordered by boulevards and parkways.

This plan met with approval and the first step taken to carry it into effect was the widening of Princess Louise Vista and the improvement of King street—now King Edward avenue—from Rideau street north to the Rideau river. These works were begun early in 1900, and carried on by day labour to completion.

The construction of a bridge across the Rideau river, from the north end of King Edward avenue, to McKay street, was the next work to be undertaken. Tenders were invited in the spring of 1900 and contracts awarded to the lowest tenderers. The bridge, named after His Excellency Lord Minto, was satisfactorily completed in April, 1902.

Early in 1900 the Commission decided to co-operate with the corporation of Ottawa in repairing and improving several of the main city thoroughfares. The streets selected were Sussex, Rideau, Wellington, Bank and Concession streets. The roadways of these streets were macadamized and put in a good state of repair, the Commission paying half the cost. In addition to the streets mentioned, McKay and Union streets in Rideau ward, were macadamized and repaired by the Commission, and the road leading to the Experimental Farm, over St. Louis dam, which was almost impassable, was repaired and made fit for traffic.

The principal work undertaken by the Commission was the construction of the Rideau Canal Driveway. The government having granted a lease of the reserve—a strip of land from 200 to 400 feet in width—on the east and north side of the canal

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extending from Laurier Bridge to Dow's lake, the work of construction was begun in July, 1900, and on June 30, 1905, virtually completed. A prominent feature of this driveway is the subway under the Canada Atlantic Railway tracks, which work was built at the joint expense of the Canada Atlantic Railway Company and the Commission.

The government reserve west of the canal and adjoining the south side of Sappers' bridge, situated in the heart of the city, was in 1900 and 1901 made into a park.

A shed was constructed in 1902 near Neville's creek for the storage of the machinery, plant, tools, &c., belonging to the Commission.

In 1903, the Act was further amended by extending to 1919 the time for the payment of the annual grant of \$60,000, and empowering the Commission to borrow, on debentures bearing interest at a rate not exceeding 4 per cent, a sum not exceeding \$250,000, to purchase land or carry out any scheme of improvements requiring a larger outlay than is available out of the annual income of the Commission. The Act provides that the debentures are to be redeemed in equal annual instalments. Sixteen debentures were accordingly issued, each amounting to \$21,455, the first to mature on June 30, 1904, and one each year afterwards, the last, No. 16, being being redeemable on June 30, 1919. These debentures were deposited in the Finance Department, to be taken out and used as necessity demanded. After communicating with a number of prominent brokers in Montreal and Toronto with the view of disposing of some of the debentures, and receiving no offers, arrangements were made to sell them to the Bank of Ottawa, and nine of the debentures have been so disposed of, the amount received being \$168,038.64.

A roadway from the Rideau Canal Driveway at Paterson's creek, to Concession street on the west, was laid out in 1903, on property granted by Mr. H. C. Monk and the Clemow estate. The land granted is from 80 to 85 feet in width. About half a mile of roadway is finished, operations having been suspended in 1904, until certain necessary works which the city has to perform are completed.

Arrangements were made in 1903 with the Department of Militia and Defence for the care and maintenance of Cartier Square. Tile drains were laid where most required, the grass cut and other improvements effected, the cost to June 30, 1905, being \$213.34, which amount has been refunded by the department.

Green and Maple islands, situated between the spans of Minto bridge, on the Rideau river, were protected by cribwork in 1904, and a quantity of filling was deposited to raise them above high water level. The grading and planting of the islands has yet to be done.

In December, 1904, a quarry was opened near Ironsides, Que., and a quantity of syenite taken out during the winter. This stone was drawn to Ottawa and piled adjacent to the different works on which it was to be used.

In June, 1904, the City of Ottawa leased to the Commission for a period of fifteen years, from June 29, 1904, Rockliffe, Strathcona and Somerset street parks, the Commission to improve, maintain and repair these properties during that period.

Work was begun in October, 1904, on Strathcona park, an unimproved piece of land lying alongside the Rideau river north of Laurier avenue, and was in progress on June 30 of this year.

In 1904-5 further improvements were effected at the north end of King Edward avenue. To make the avenue of uniform width throughout, the property on the east side from Cathcart street to Minto bridge was purchased (except one lot, which has been acquired since June 30), and the eastern roadway lengthened, at a cost of \$32,150. The land not required for the avenue joins Rideau Terrace, part of which had been previously deeded to the Commission by the city, and the construction of a park was commenced at this locality and partly completed.

Some material was deposited on the site of Somerset street park, preparatory to the work of improvement, which will be undertaken next season.

In June, 1903, the Commission decided to acquire the land—110 acres—lying between Rockliffe park and the Dominion rifle range, and construct thereon a large park

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to be called for the time being the National park. Seventy-one acres were purchased in 1904, at a cost of \$20,253.36; the remaining 40 acres having been acquired since June 30 last. A roadway leading from Rockliffe park to the new park was begun in August, 1904, and is partly completed.

In 1900, Dr. Wm. Saunders, Director of Dominion Experimental Farms, who was about to visit France, kindly offered to select a stock of trees and shrubs suitable for the work the Commission was undertaking. About 25,000 trees and shrubs, comprising nearly 300 species and varieties were purchased at a cost of \$600, and set out in a nursery at the Experimental Farm, from which they were taken and planted as required. The Commission further availed itself of Dr. Saunders' kindness and entrusted to him the planting of the parks and boulevards, which work has been most efficiently carried out under his personal direction.

All the work undertaken by the Commission, except the construction of Minto bridge, has been performed by day labour, and the supplies of timber, cement and hardware required have been purchased under contract.

The only important work remaining untouched in the general scheme of improvements undertaken by the Commission is the construction of a driveway from the western end of the Experimental Farm northward to the Ottawa river to connect with the islands above the city.

To complete this report, the following additional information regarding the different works is given under their respective headings:—

PRINCESS LOUISE VISTA.

Princess Louise Vista (the 'Old Ferry Road'), runs eastward from the end of Sussex street, past the entrance to Rideau Hall, and on to Rockliffe park, of which it is the principal entrance. The roadway was only 30 feet wide, and as it contained double electric railway tracks and was in a bad state of repair, traffic was more or less impeded and not unattended with danger. The Commission having decided to widen this thoroughfare the Dominion government granted for the purpose a strip of land 36 feet wide from Rideau Hall grounds. This extra width was excavated mostly from solid rock. Work was begun in February, 1900, and finished in the fall of the same year. The road was levelled and macadamized and is now a thoroughfare 66 feet wide, forming a suitable entrance to Rockliffe park.

The cost of the work was \$5,864.14.

When the work on Princess Louise Vista was in progress the main roadway on Rideau Hall grounds was repaired and improved at the request of the Public Works Department, the cost of the work, \$1,053.88, being refunded by the department.

KING EDWARD AVENUE.

King Edward avenue, formerly King street, was improved from Rideau street northward, to the Rideau river, a length of nearly a mile. The work was begun in February, 1900, and continued until the fall of 1901, when it was practically completed, except the widening of the northern end referred to below. The improvement to this avenue, which up to Cathcart street, is 132 feet wide, consisted in the construction of two parallel roadways, each 24 feet wide, with boulevards and a footpath between. The roadways are tile drained into gully grates, and are constructed with a Telford foundation, composed of limestone 6 inches deep, covered with 3 inches of broken limestone, on which is laid 5 inches of syenite macadam well rolled and blinded with screenings from the crusher. Dressed limestone curbing, backed with concrete are laid on both sides of the roadways and the crossings at the street intersections are constructed with sandstone blocks, laid on 6 inches of concrete, between limestone headers. The depth of the roadway gutters is about 6 inches below the curb level and centre of the finished roadway is 1½ inches above the curb.

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From Cathcart street north to the approach to Minto bridge the roadway was only 66 feet wide. Authority was obtained to acquire the properties fronting on the east side of this portion of the avenue, for the purpose of making it of uniform width throughout its whole length, and for the further purpose of forming a park with the adjoining portion of Rideau Terrace, which the city had already granted to the Commission. The roadway is now completed, and construction on the park is under way.

The boulevards have been sodded, and trees and shrubs of different species planted, giving the avenue an attractive appearance.

The cost of construction was \$54,741.52.

The expenditure for care, maintenance and repairs was \$2,951.02.

The properties purchased and the prices paid are as follows:—

Lot No. 11, King street, Peter Whelan.. . . .	\$1,500
Lot No. 10, King street, Wm. Bambrick.... .	2,000
North half lot No. 8, King street, Chas. Yost	1,400
Lot. No. 7, King street, and south half lot No. 8, King street, lots 5 and 6, King street, Mrs. M. Murphy.. . . .	2,500
Lot No. 4, east King street, Jos. Simard.. . . .	2,000
Lot 23, south Botelier street, Mrs. Thorbahn.... .	7,500
Lot 23, north Bolton street, John Maroney	2,000
Lot 3, King street, C. Lacroix.. . . .	2,000
Lot 2, east King street, Mrs. A. O'Leary	1,500
East half lot 1, east King street, and lot 23, north Cathcart street, J. B. Larose.	2,000
Lot 24, north Cathcart street, J. S. Richard.. . . .	2,750
Lot 24, south Bolton street, T. Bellemare	1,000
Lot 23, south Bolton street, M. Mourier	2,200
Lot 1, east King street, Geo. Lebel.. . . .	1,800
Total cost of property	\$32,150

MINTO BRIDGE.

Minto bridge, which crosses the Rideau river, joining King Edward avenue with Stanley avenue and Union street, consists of four clear spans, one 168 feet long, two 112 feet each, and one 125 feet, resting on six abutments and one pier constructed of first-class Ashlar masonry. The superstructure is of steel with a 20-foot roadway and a 6-foot corbelled sidewalk on the upstream side.

In 1900, tenders were invited by public advertisement. Eleven tenders were received for the substructure and three for the superstructure, and contracts were awarded to the lowest tenderers, Mr. A. Begg being given the contract for the masonry work, and the Dominion Bridge Company that for the superstructure. Work was commenced in May, 1900, and the bridge satisfactorily completed in April, 1902.

The cost of construction was as follows:—

Abutments and pier	\$13,245 68
Superstructure.. . . .	23,343 00
Approaches, contingencies, &c.. . . .	4,564 06
Total cost	\$41,152 74

CITY STREETS.

In 1900 and during the two following seasons, the Commission, in conjunction with the city macadamized the roads on several of the principal streets, and paid half

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the cost of the work. The following were the streets improved and the amounts paid by the Commission:—

Wellington street, west of Concession street.. . . .	\$1,500 00
Rideau street, east of Waller street.. . . .	4,572 34
Concession and other streets connecting with Experimental Farm.. . . .	2,846 98
Bank street, south of Gladstone avenue	4,920 71
In addition to the streets above mentioned, the Commission macadamized and repaired McKay and Union streets, in Rideau ward, at cost of.. . . .	1,672 21
Total expenditure on city streets	\$15,512 24

RIDEAU CANAL DRIVEWAY.

The Rideau Canal Driveway, which is about four miles long, consists of a main roadway 24 feet wide, starting at the corner of Elgin street and Laurier avenue and running along Cartier square to the canal reserve, and along the canal through a subway under the Canada Atlantic Railway tracks to the Exhibition grounds, through which it passes to Bank street. From Bank street it continues westward to Dow's lake and on the greater part of this latter section two roadways have been constructed. Across Dow's lake a causeway, about half a mile long, consisting of two dry stone sloping walls with an earth and rubble stone core, has been constructed, on which the roadway and a granolithic sidewalk has been laid.

The roadway, which is 24 feet in width, is constructed with a Telford limestone foundation and limestone macadam, and is drained on each side with agricultural tiles. The curbing from Elgin street to the Exhibition grounds is constructed of cedar, with brick gutters. West of Bank street the curbs and gutters are made of cement. On Laurier avenue, parallel with Cartier square, a granolithic sidewalk has been laid, and steps leading from the avenue to the square have been built of the same material.

Footpaths extend throughout the whole length of the driveway. Several rustic summer houses or kiosks have been erected and an artificial lake, filled with aquatic plants and spanned by a rustic bridge, has been formed east of the Exhibition grounds. The greater part of the canal bank along which the driveway extends has been protected by a cribwork retaining wall. An iron and wire railing is placed along the bank and on both sides of the causeway. The steep bank between Laurier bridge and Neville's creek, and the boulevards and parkways on each side of the roadway and between the footpaths have been sodded. The driveway is ornamented with trees, shrubs, and flowers of many species and varieties and what was formerly a rough, weed-covered, unsightly piece of ground, is now a constant source of pleasure to the citizens generally and to the large number of strangers who visit the city.

Work on the driveway began in July, 1900, and was practically completed by June 30, 1905.

Total cost, not including the C.A.R. subway.. . . .	\$162,352 85
Cost of maintenance, repairs, &c.	22,006 81

The government reserve on the west side of the canal and south of Sappers' bridge, was included in the lease to the Commission.

It contains about 1½ acres, and is situated in the central part of the city. Some old frame buildings were removed and the land graded and sodded. Trees and shrubs were planted and a few flower beds laid out, resulting in the formation of an attractive little park. The cost is included in that of the Rideau Canal Driveway.

STORAGE SHED.

A suitable shelter being required in which to store the machinery and tools belonging to the Commission, tenders were called for in August, 1901, for the construc-

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tion of a storage shed. Eleven tenders were received, but all were considered too high, and the Commission decided to have the shed built by day labour. It was constructed during the summer of 1902. It is 108 feet long and 25 feet wide, and is constructed of timber. Cost, \$2,246.52.

CANADA ATLANTIC RAILWAY SUBWAY.

As the Rideau Canal Driveway was crossed at Elgin street by the Canada Atlantic Railway, a subway under the railway tracks was required for the convenience and safety of the public. The matter was referred to the Railway Committee of the Privy Council, which issued an order to the effect that a subway with an opening of 60 feet and a clear headway of not less than 15 feet be built by the Canada Atlantic Railway Company and the Commission.

The piers and abutments are constructed of concrete, and a concrete sidewalk was laid on one side of the subway and its approaches, Elgin street on the one side and Isabella street on the other, were diverted into the subway. These streets and the west side of the subway are open to all classes of traffic.

Work was begun in January, 1904, and completed in December of the same year, the Commissioners' share of the cost being \$13,197.24.

CLEMOW AND MONKLAND AVENUES.

In 1902, an avenue branching off from the Rideau Canal Driveway at Patterson's creek and running westwardly to Concession street was laid out, a strip of land varying in width from 80 to 85 feet and about a mile long, having been granted by the Clemow estate and Mr. H. C. Monk for the purpose. A slight bend at O'Connor street divides the avenue into two sections, that part extending from the driveway to O'Connor street being named Monkland avenue, the remaining part from O'Connor street to Concession street forming Clemow avenue. When completed the work will consist of a Telford syenite macadam roadway, 30 feet wide, with concrete curbing and street intersections. A boulevard about 25 feet wide will border each side of the roadway. Lots on these avenues are sold conditional upon the purchasers agreeing to build residences at a distance 25 feet back from the street line, thus making the avenues about 130 feet wide between buildings. About one-half mile of roadway has already been constructed. Operations were discontinued in 1904 and will be resumed after certain necessary drainage work has been completed by the city.

Cost of the work performed, \$23,623.62.

GREEN AND MAPLE ISLANDS.

Green and Maple islands, the latter a gift from Mrs. Thomas C. Keefer, are two small islands situated in the Rideau river between the spans of Minto bridge. The work of improving them began in March, 1904, and continued at intervals until December of the same year. Cribwork protection sheathed with plank was placed around the upstream sides of the islands and a considerable quantity of earth filling deposited to raise the surface of the ground above high water level. Some further grading remains to be done, after which trees, shrubs, &c., will be planted.

Cost of work performed, \$6,612.66.

CITY PARKS.

In June, 1904, an agreement was entered into with the city by which the latter leased to the Commission, Rockliffe, Strathcona and Somerset street parks, for a period of fifteen years from June 29, 1904, the Commission agreeing to maintain, repair and improve the properties during that time.

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ROCKLIFFE PARK.

This is a natural park, containing many beautiful and picturesque scenes. It comprises about 80 acres, and reaches from Rideau Hall grounds to the Ottawa river, along which it extends for over a mile. The only work performed was the ordinary work of maintenance, &c., the cost of which was \$1,977.52.

STRATHCONA PARK.

Strathcona park, formerly the rifle range, lies along the Rideau river between Laurier avenue and Somerset street, the western boundary being Salisbury avenue. The park contains about 15 acres, the greater part of which was low ground, flooded every spring by the Rideau. Two large excavations have been made and the water let in to form artificial lakes, which are connected by a small canal, the material obtained from the excavations being used to raise the surface of the ground above high water level. The bank of the river is protected by a wall composed of large boulders surmounted by a concrete coping. A macadamized roadway 24 feet wide slopes down the terraces from Laurier avenue and extends around the park. Footpaths were laid out, the ground sodded and a summer-house erected in the centre of the park. The work will be completed early next season.

Amount expended, \$22,586.02.

SOMERSET STREET PARK.

This is a block of land lying between Somerset, Maclaren, Lyon and Bay streets, and containing a little over two acres. Before it was leased to the Commission, the original surface soil, down to the underlying hardpan, had been removed. Before any improvement can be effected a large quantity of suitable earth will have to be procured and spread over the surface. Some material has already been deposited on the ground, and it is intended to resume operations next spring and complete the park as soon as possible.

Expenditure to June 30, \$499.31.

NATIONAL PARK.

In June, 1903, the Commission decided to construct a large park in the vicinity of Rockcliffe. The tract of land lying along the Ottawa river, between Rockcliffe park and the Dominion rifle range, and containing 110 acres, was secured at a reasonable price, 71 acres being purchased in 1904 and the remaining 40 acres since June 30, 1905. The construction of a roadway leading from the high ground at Rockcliffe park to the lower level of the new park was commenced in August, 1904, and partly completed. A cutting was made in the hillside and 1,100 feet of heavy cribwork, filled in with the material excavated from the cutting and with other stone obtained in a neighbouring quarry, formed the foundation of the roadway.

Cost of construction to June 30, 1905, \$12,389.46.

The cost of the land purchased was as follows:—

Mrs. Proper, 2 acres	\$ 900 00
Bank of Ottawa, 39 acres	7,937 36
Fraser estate, 11½ acres	3,416 00
Hillman, 8¾ acres	3,000 00
Bronson, 10 acres	5,000 00
Total—71 acres	<u>\$20,253 36</u>

PROPERTY ACQUIRED.

In addition to the property acquired on King Edward avenue and at Rockliffe, the following properties have been purchased:—

Sherwood lots, 3 on Concession street, 1 on Bell street...	\$1,050 00
Thos. C. Keefer, property fronting on north bank of Rideau river...	1,500 00
Thos. C. Keefer, 7 lots on Lorne street, N.E...	850 64
R. W. Baxter, house and 3 lots, Elgin street...	5,420 73
J. J. Neville, small lot on Neville's creek...	500 00
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	\$9,321 37
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PLANT AND MACHINERY.

The plant and machinery comprises:—

10-ton steam road roller...	\$2,517 50
Rock crusher...	1,702 62
Steel rock crusher...	2,483 75
Electric motor and appliances...	670 00
Stone spreading wagon...	200 00
2 street sprinklers...	550 00

with grading machine, scrapers, ploughs, drills, crowbars, sledges, &c. Amount expended, \$10,465.42.

Annexed hereto is a statement of receipts and expenditure.

H. N. BATE,

Chairman.

STEPHEN E. O'BRIEN,

Secretary.

OTTAWA, December 1, 1905.

OTTAWA IMPROVEMENT COMMISSION.

STATEMENT OF RECEIPTS AND EXPENDITURE TO JUNE 30, 1905.

Receipts.

Government grant...	\$360,000 00
Sale of debentures...	168,038 64
Interest...	1,057 06
Miscellaneous—	
Public Works Department, for work on Rideau Hall roadway...	\$1,053 86
Public Works Department, for broken stone...	724 40
Unclaimed wages...	29 38
Material sold...	8 10
Trees sold...	33 45
Corporation of Shawville, for road roller...	299 05
Militia Department, draining Cartier square...	50 00
Militia Department, maintenance Cartier square...	250 00
Mrs. J. Maroney, house on King Edward avenue...	20 00
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	2,468 24
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	\$531,563 94
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Expenditure.

Princess Louise vista	\$5,864 14
Road on Rideau Hall grounds	1,053 86
King Edward avenue	86,891 52
King Edward avenue maintenance	2,951 02
Printing and advertising	767 57
National park—property	20,253 36
National park—construction	12,389 46
Rockliffe park—maintenance	1,977 52
City streets—	
Rideau street	\$4,572 34
Wellington street	1,500 00
Bank street	4,920 71
Concession and other streets	2,846 98
McKay and Union streets	1,672 21
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	15,512 24
Contingencies	3,882 71
Office expenses	2,204 35
Storage shed	2,246 52
Minto bridge	41,152 74
Syenite	2,863 85
Road machinery	10,465 42
Baxter property	5,420 73
Keefer property	2,350 64
Clemow avenue	21,705 82
Monkland avenue	1,917 80
Strathcona park	22,586 02
Rideau canal driveway	162,352 85
C.A.R. subway	13,197 24
Causeway across Dow's lake	24,315 85
Rideau canal driveway—maintenance	22,006 81
Somerset street park	499 31
Green and Maple islands	6,612 66
Cartier square	213 34
Interest	786 83
Debentures	21,455 00
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	\$515,897 18
On deposit in savings department, Bank of Ottawa	15,000 00
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	\$530,897 18
Balance on hand	666 76
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	\$531,563 94
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STEPHEN E. O'BRIEN,
Secretary.

CONSTITUTION

THE HISTORY OF THE UNITED STATES OF AMERICA, FROM THE FIRST SETTLEMENTS TO THE PRESENT TIME. BY JAMES MADISON. VOL. II. PART II. CHAP. IV. OF THE CONSTITUTION OF THE UNITED STATES. SECTION I. OF THE LEGISLATIVE DEPARTMENT.

THE HISTORY OF THE UNITED STATES OF AMERICA, FROM THE FIRST SETTLEMENTS TO THE PRESENT TIME. BY JAMES MADISON. VOL. II. PART II. CHAP. IV. OF THE CONSTITUTION OF THE UNITED STATES. SECTION II. OF THE EXECUTIVE DEPARTMENT.

THE HISTORY OF THE UNITED STATES OF AMERICA, FROM THE FIRST SETTLEMENTS TO THE PRESENT TIME. BY JAMES MADISON. VOL. II. PART II. CHAP. IV. OF THE CONSTITUTION OF THE UNITED STATES. SECTION III. OF THE JUDICIAL DEPARTMENT.